



## The future of rail transport

The Swiss wagon leasing company WASCOSA organised a «Future Day» that discussed the status of and perspectives for railways to celebrate its 50<sup>th</sup> anniversary. *By Uwe Heins*

The prospects for rail-freight traffic are excellent. At least if a lot of things change at short notice. This is how the results of the WASCOSA Future Day

can be summed up, which was attended by representatives of shippers, rail transport companies and suppliers in Lucerne in the middle of September 2014.



## Doing one thing ...

Dear readers, the topic of rail noise has now reached almost all of the market players and is not something that can simply be sat out. Nor do I believe that it will be possible this time to postpone set deadlines by several years, as was often the case in the past. External interest and pressure has become too great and old powers such as the UIC have long lost their influence and dominance in dealing with such problems. The rail sector is called upon to cope with this challenge. European wagon owners and certain countries, above all Switzerland, are rigorously tackling this topic. We at WASCOSA also became proactively involved in this topic a number of years ago and now have a fleet of vehicles that is already 60% noise remediated. This figure is almost three times higher than the European average for UIP wagon owners of 23%. But that's not enough: it is high time that the engines and tracks make their contribution if the noise goals are to be technically achieved. The ball is in the court of politics and the associations!



Philipp Müller  
Delegate of the Board of Directors

### WASCOSA Future Day

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One thing became clear to the almost 400 participants in the conference: today's problems are challenges for the near future. And thus a chance for the entire industry.

With a positive, even if somewhat polemic approach, it has to be conceded that rail freight companies have a certain advantage over other fields of industry: whereas other industries are restricted to achieving a minimum of innovation through fine tuning, almost every change to existing systems in railways is an innovation!

The hosts, WASCOSA AG, were able to attract some outstanding and famous speakers to the conference, all of whom commented on the current situation and the measures necessary for its improvement in no uncertain terms.

The general sluggishness and lack of flexibility of rail-freight companies is bemoaned in public. However, the dismantling of underlying restrictions on and impediments to transport comes up against the lack of any political lobby for the interests of rail-freight traffic. The criticism of the historical lack of interest of the parties involved in the mileage of freight wagons as a key factor for the productivity of the

wagons used as well as the optimisation of maintenance intervals remained unchallenged.

«Today's problems are challenges for the near future. And thus a chance for the entire industry.»

The four topics that were identified as being the most important for the future are

- noise reduction, and in this connection wheelset wear,
- the containerisation of logistics processes through to tank car loads,
- telematics solutions such as tracking & tracing as well as the transmission of operational states, and
- the modernisation of the railcar technology, if not the entire vehicle concept.

Both **Karl Michael Mohnsen**, CEO of TX Logistics, and **Dirk Flege**, Managing Director of the «Pro-Rail Alliance»

interest group, voiced the sentiments of the involved parties with their theory that the competitive strength of railways is being hindered by politics. The doubling of the contribution to promote renewable energies (EEC) as well as the increasing preference granted to local and long-distance passenger transport over rail freight companies with respect to access to routes are just two examples.

The problem of the priority treatment of passenger transport is being felt not only in Germany but has also become much more manifest in Switzerland. Although billions have been invested in extending the rail network here over the past years, the protagonists believe that they are being discriminated against, particularly in Alpine transits. **Peter Füglistaler**, the Director of the Swiss Federal Office of Transport, on the other hand, believes that railways are in a good starting position and called upon the transport industry to get the existing offer «onto the market».

Mr **Georges Theiler**, councillor and member of the board of directors at

WASCOSA, was also basically confident about the opportunities for railways. But he too saw some huge obstacles that would have to be cleared out of the way. He called upon the European Union to take action in the field of transport policy, while there is still a lot to do in Switzerland too.

**Prof. Dr. Markus Hecht** from the Rail Vehicles Department at the TU Berlin provided an easily understandable overview of the technical possibilities and limitations in the construction of freight wagons in future that was reduced to basic concepts. He compared rail-freight technology worldwide, the operational loads on freight wagon to those on other

«Hecht emphasised that isolated actions to tackle the noise problem are not ideal.»

vehicles and analysed the Life Cycle Costs (LCC). He spent a lot of time explaining the problem of noise, for whose solution measures have already been initiated involving the brakes of freight wagons. However, he also emphasised that isolated actions are not ideal. Noise abatement solutions will have to be implemented on tracks and engines too.

He also addressed other technical topics such as lightweight design, the optimised structure gauge of freight wagons, the implementation of automated brake tests, on-board diagnoses to reduce idle times and power supplies for refrigerated containers on carrying wagons. What's more, Hecht presented selected projects to optimise chassis and hopper cars.

### Trend towards modularisation

The event also indicated a trend towards the universal use of carrying wagons. TX Logistics trusts in T3000 double-pocket wagons from WASCOSA, for example, to transport megatrailers, swap bodies and containers. Semi-trailers that are not crane-compatible can also be used in intermodal transports with the aid of the transport and terminal platform Nikrasa. The 80'container cars with 2 bogies presented by Prof. Dr. Hecht were also very interesting. They promise a reduction of LCC by up to 20%. The modularisation / containerisation of classic rail freights can lead to faster transshipments, higher productivity of the equipment and at the same time lower investment and maintenance requirements.

### What customers want

WASCOSA struck out on an interesting path in the middle of the year when they asked their customers what they

## Source

gefährliche ladung 01/2015

expected of their wagon lessor in future within the scope of a Future Lab. Apart from the standard demands for flexibility, professional order processing and high wagon availability, three key points emerged:

- a reduction of the costs of (rail) logistics
- an increase in the productivity of the freight wagons used
- an overall improvement in the efficiency of rail transport.

WASCOSA AG has drawn its conclusions from this and in future will no longer



Trend researcher and futurist Matthias Horx attempts to expand on the «Futurology» of the 1960ies and 70ies.





present itself as a simple wagon lessor but as a system provider. **Peter Balzer**, CEO at WASCOSA since spring 2014,

«The focus is on improving the productivity of the rolling stock that is in use and the resulting reduction in the costs of rail logistics.»

explained the concept: The optimisation potential of the customer's rail-related transport logistics is to be identified by way of a joint productivity analysis and a design for an optimised solution should then be derived from this together with specialists. The focus is on improving the productivity of the rolling stock that is in use and the resulting reduction in the costs of rail logistics. The customer can then choose the scope of the service from the nine modules currently on offer, from

the design and procurement of optimised materials via financing, fleet management and insurance solutions right through to safety advice.

**Achieve the impossible!**

WASCOSA also invited the German trend researcher and futurist **Matthias Horx**, a fitting guest for the Future Day. In his speech he explained the ways in which «megatrends» arise, how they can be identified and interpreted, and which interpretation methods exist for the future of mobility and transport.

The event was crowned by a presentation from **Dr. Bertrand Piccard**, the scientist, pioneer and adventurer. He comes from a Swiss family with a pioneering spirit, the courage to take risks and transgress borders. His grandfather conquered the stratosphere (almost 17,000 m) in a balloon in 1932, his father sank to the lowest point in the oceans, the Mariana Trench (11,000 m), in a deep-sea submarine. He himself

was the first person to circumnavigate the earth in a balloon. In spring 2015 he will be setting out on a non-stop flight around the world in a solar-powered air craft. The Solar Impulse project aims to bring the possibilities offered by energy efficiency and regenerative energies home to the economy.

His message to the astonished listeners from experiences gained during his balloon trip: When it comes to achieving

«When it comes to achieving goals – it's sometimes best to simply jettison some ballast and change your operating altitude.»

goals – it's sometimes best to simply jettison some ballast and change your operating altitude! ■

Dr. Bertrand Piccard made three attempts before he succeeded in circumnavigating the world in a hot-air balloon with his co-pilot Brian Jones. His motto: achieve the impossible.





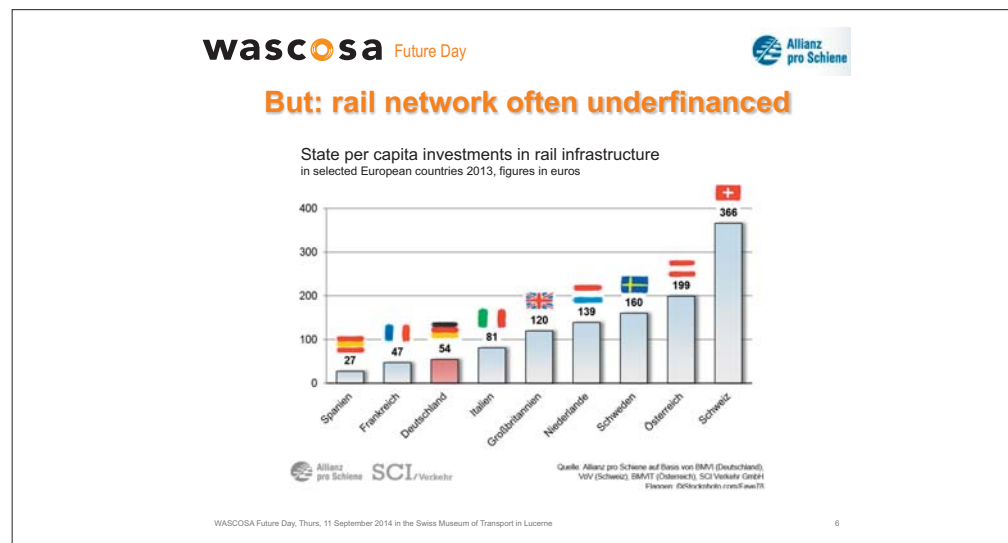
## Rail-freight companies on the rise

A comparison with other economic regions promises a great potential for Europe's rail-freight traffic. The latest developments on the market also provide momentum. It's now up to politics to help rail-freight companies catch up.

A glance across the borders shows that rail-freight traffic is on the rise worldwide. Whereas rail-freight companies in the USA held almost 30% of the market in 1990, this share had risen to 43% by 2011. This makes railways the no. 1 carrier ahead of trucks. The situation is similar in other large economic regions throughout the world. In Russia, rail-freight traffic in 2012 had a 44% share of the market and in Australia this figure was more than 48%. These figures show that the potential of railways here at home has not been exhausted by a long way; after all, rail-freight traffic in Europe accounts for a relatively meagre 17% of the market.

But Europe is planning to catch up and has set itself some ambitious goals. The goal is to shift 30% of road freight traffic over 300 km to rail and waterways by 2030, and more than 50% by 2050. Apart from the transport policy goals, market trends also favour rail-freight companies. Greater haulage distances, increasing containerisation and a growing number of providers benefit railways.

However, these basically good prerequisites are negated by the discrimination of railways in the competition between carriers. For example, the toll for trucks in Germany only applies on motorways and certain main roads whereas freight trains have to pay a rail toll on all routes. Furthermore, the rail toll already includes the noise costs whereas the truck toll does not. State investments in the infrastructure



Switzerland as a standard

also vary greatly throughout Europe. Whereas Switzerland, with currently 366 euros per citizen, invests more money in its railway network than in its roads, the bigger industrialised countries in the EU lag far behind. Great Britain spends 120 euros per capita on its railway network, Italy 81 euros, Germany 54 euros and France only 47 euros.

Politics has to come to the rescue here. Because railways will only be able to succeed in shifting traffic with constant and adequate investments in the infrastructure. And politicians can only achieve their ambitious climate protection goals and relieve roads with the help of railways. Freight rail companies should no longer be discriminated against in the competition between carriers. If all the right switches are worked, European rail-

freight traffic will be able to catch up with its global compatriots and develop its full potential. ■

### Personal details

Dirk Flege ...

- ... has been the Managing Director of Pro-Rail Alliance since 2011, the most unconventional transport alliance in Germany with 20 associations and more than 100 companies from the railway sector.
- ... is an Advisory Board member of the Association of German Railway Engineers.





On our own behalf

# Celebrating our 50<sup>th</sup> anniversary – 400 delighted participants from 15 countries

WASCOSA's 50<sup>th</sup> anniversary celebrations lasted for three days last September in Lucerne. They revolved around the WASCOSA Future Day on the topic of «Trends and perspectives in rail-freight traffic». 400 people from 15 countries had registered and experienced an event that knocked them off their feet, thanks mainly to the keynote addresses by the trend researcher and futurist Matthias Horx as well as the aviation pioneer and adventurer Dr. Bertrand Piccard. The celebrations were rounded off by a gala dinner in the KKL Lucerne as well as a special trip with the historical Trans Europ Express TEE. The WASCOSA team were delighted by the great success of the anniversary celebrations and the very positive feedback from many of its business partners.



«C'était parfait à tout point de vue, grâce à la magnifique organisation. Félicitations et bravo!»

«Hats off for these marvellously organised anniversary celebrations! It's amazing how you at WASCOSA manage to combine calm and composure with perfection.»

«Interessante Themen, brillante Vorträge, Top-Referenten: ein Erlebnis der Sonderklasse.»

«Stimmungsvoll, informativ, perfekt organisiert – einfach klasse. Und einfach typisch WASCOSA.»

«Huge praise for everyone involved: interested, involved, punctual, supportive, enjoying what they did, solution-oriented – and always with a smile on their face.»

«Wonderful anniversary – a great chance to network with interesting people from the rail industry and spend more time with the WASCOSA team. Special congrats to Matthias Horx and Bertrand Piccard. This motivating, stand-out event will stay with me – a real breath of fresh air.»





«WASCOSA hat Maßstäbe gesetzt, die nicht mehr zu toppen sind.»



«A magnificent, unforgettable event – it's hard to say which of the numerous superlatives was the absolute highlight.»



«Ich bin zwar ein Anhänger der ›hanseatischen Zurückhaltung, aber diese Veranstaltung war einfach ein rundes Ding: in allen Belangen Klasse. Chapeau!!!»



«Der Vortrag von Matthias Horx war der absolute Hammer.»



«It's not often you get a chance to experience something like this in your life!»



«I am absolutely amazed by the professionalism and quality of organisation that has gone into your company anniversary. The legendary WASCOSA spirit has ›struck again›.»

«Den Vortrag von Bertrand Piccard werde ich mein Leben lang nicht vergessen.»



«Everything well planned and executed with typical Swiss precision. Excellent team; MD's speech demonstrated system-focus and understanding of customer needs.»



«Fantastic WASCOSA anniversary. A wonderful day that will remain in our minds forever.»

«J'ai été très touché par la soirée chargée d'émotion comme par les mots prononcés pendant le dîner. Encore bravo!»



«Fantastic conference, fantastic gala dinner and, last but not least, fantastic trip on board the TEE Train.»



«Huge thanks for a splendid conference. Superbly organised - right down to the dinner table settings. Stunning depth of presentations. It was a privilege to attend.»



# Technical possibilities and limits when building freight wagons in the future

Freight wagons are part of the rail-freight traffic system, and this in turn a part of logistics. Today, rail transport in Europe accounts for around 17% of the market in terms of tkm, but only 2% of the market in terms of the financial logistics turnover. The latter has led to many logisticians losing interest in rail transport. But we have all the trumps in our hand when it comes to environmental matters. No other means of transport can already satisfy the zero emissions requirements, i.e. emits no greenhouse gases, the noise problem has already been solved [1], the space efficiency is very good and the political support from Brussels is also very good in the medium to long-term perspective, reflected, for example, by the technical specifications on interoperability (TSI). All the sector has to do now is to find the right balance between the current problems and the positive long-term perspectives.

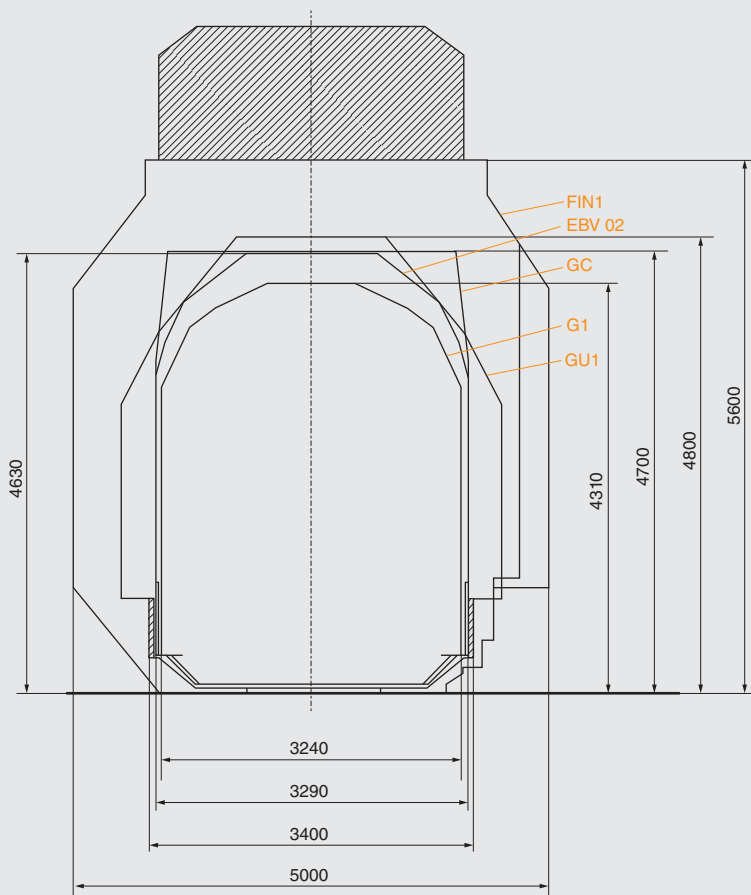


Figure 1  
Structure gauges common in Europe, G1 is for freight wagons, EBV02 is already possible in Switzerland, GC according to TSI Infrastructure is being realised on the European transit corridors and as an extreme, the FIN 1 profile that is available in Finland

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## Measures

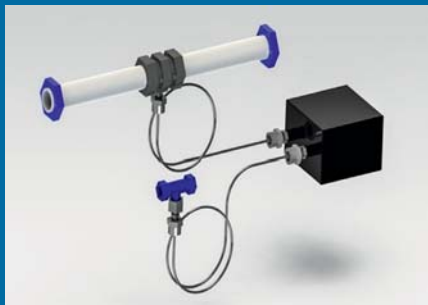
The freight wagon is one key to the future. The freight structure, namely a reduction of bulk goods transportation and increase in the transportation of semi-finished goods and foods are further important marginal conditions. The change from a consideration of the tonnage to a consideration of the volume (TEUs) has already taken place in intermodal transport. Volume restrictions in particular will become increasingly important compared to axle load restrictions, see [2] and Figure 1.

The EBV2 profile is available in Switzerland, but has not yet been used,





Figure 2  
Equipment on freight wagons for automatic brake tests



whereas today's freight wagons with G1 throw away a lot of space.

A further marginal condition will be improving the reliability and increasing the annual distance. Operational improvements such as automatic brake tests in wagonload freight and diagnoses to avoid unscheduled visits to the workshop are needed here, Figure 2 and Figure 3.

The automatic brake test, Figure 2, sent via WLAN to a notebook in the driver's cab, speeds up the process, reduces personnel costs and makes the process much safer than today's manual brake tests through automatic recording.

Diagnostic data, Figure 3, are processed automatically in the wagon planning program and are thus taken into account when planning any maintenance.

Innovations will only be able to be used if the monetary benefits are also felt and unnecessary expenses such as spark-arrestor plates on wagons with K-tread brakes, Figure 4, can be avoided in future since K-brake blocks produce no sparks.

Energy savings as a result of a better behaviour in curves should also be a topic in future. For example, it has been proven that the TVP 2007 bogie fitted with a cross anchor saves up to 20% traction energy on very winding sections of track.

### Summary

There are already a number of ways of adapting freight transport more efficiently and cheaply to the altered requirements of the market. Further examples to those shown here also exist. ■

- [1] Hecht, M.; Reducing noise with K-blocks, and then? WASCOSA infoletter No. 21, May 2013, pp. 1-3  
 [2] Hecht, M.; The structure gauge – a little-used chance to improve the efficiency of rail-freight traffic; WASCOSA infoletter No. 18, pp. 8-10, 11-2011



Figure 3  
Diagnostic data memory and axle bearing generator with sensor system on a WASCOSA container car

## Personal details

Prof. Dr. Markus Hecht ...

- ... has a wealth of experience in the field of rail-freight traffic.
- ... has been in charge of the Rail Vehicles Department at the Technical University Berlin for the past 18 years.
- ... together with his team, carries out research in the fields of noise reduction as well as the reliability, safety and energy efficiency of rail vehicles.



Figure 4  
Spark-arrestor plate on freight wagon with K-block brake according to specifications still applicable today

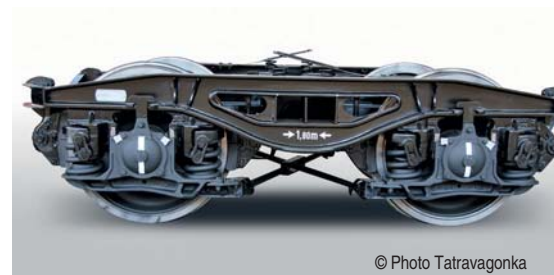


Figure 5  
Freight wagon bogie TVP 2007



## WASCOSA – a success story

It could, of course, have been quite different – Max Sandmeier might not have established himself in the leasing business but in the food industry. That's how he started – as a junior book-keeper in a drinks business in Leysin. After completing his studies at the commercial school in 1944 the 17 year-old Max started his first job. And was bored stiff, particularly in the winter when sales were slow. Max Sandmeier was a «go-getter», someone who is always on the move. But at last, after completing his two years' military service during the course of which he was commissioned as an officer, his career really gathered speed ...



The three founders of WASCOSA: Jakob WAelty, Pietro SCOTTi, Max SAandmeier

### Success achieved by going against the flow

It's always worth going your own way, even if this means going against the flow. In 1949, at a time when many Italians were coming to Switzerland to work, the 22 year-old Max Sandmeier followed the call of his uncle, a man who was always in search of business opportunities, and moved to Genoa. At that time there were no oil refineries in Europe. Switzerland had to import its oil products from depots located along the Italian coast using small two-axle freight cars which were often in need of repair. Uncle Giovanni scented a business opportunity:

he offered importers such as BP, Shell and Esso a repair service incorporating Swiss quality. Max Sandmeier was put in charge of the private railway workshops. His organisational skills were valued on the commercial side of the business and he quickly learnt what was involved in the repair work. What was originally seen as a job for just three months was to lead to a successful future. Then Pietro Scotti soon came on the scene ...

### The hint of great events to come

Pietro Scotti, a self-made man, knew a good worker when he saw one and, in 1951, offered Max the opportunity of



## Highlights 1964?

- Jakob WAelty, Pietro SCotti and Max Sandmeier form WASCOSA.
- The global economy achieves a record 7.3% growth rate.
- The first road traffic drives through the Great St Bernard Tunnel under the Alps.
- IBM launches its OS/360 mainframe computer. A computer combines word-oriented and graphics applications for the first time.
- The Beatles occupy the first five places in the US hit parade.
- France and Great Britain agree to construct a railway tunnel under the English Channel.
- The Swiss National Exhibition, EXPO 64, features the futuristic «Monorail» and «Telekanapee» means of transport which move passengers around the site over the heads of pedestrians. Visitors can also plunge deep into Lake Geneva in the «Mesoscaphe» diving bell.
- Jerrie Mock, an American, completes the first solo flight around the world by a woman. After 29 days, 11 hours and 59 minutes she lands her Cessna 180 at her starting point in Columbus, Ohio.
- Racial discrimination is abolished by law in the USA.
- In Japan the «Shinkansen», the world's first high speed train, enters service.
- The Rolling Stones release their first LP.
- In New York the Verrazano Narrows Bridge, the world's longest suspension bridge, is opened.
- Cassius Clay, an American, becomes the World Heavyweight Boxing Champion.
- Max Frisch's novel «Mein Name sei Gantenbein» is the year's best-seller in West Germany.
- A milestone in physics: the British physicist Peter Higgs predicts the existence of the Higgs particle.
- Martin Luther King receives the Nobel Peace Prize.



joining him as a partner in his repair company, OFIM. OFIM repaired tank and other freight cars for the Italian State Railways. The business really took off after Max Sandmeier came on board. The eight employees they had in 1951 had grown to 40 one year later. A busy period in which they never neglected the slightest opportunity now started for Sandmeier and Scotti. In the early 1960s when OFIM started making two-axle tank cars in addition to their repair work, an idea was born ...



Tank car from the formative years

### 1964 – A year of superlatives

1964, in an auspicious year which brought so many superlatives, Max Sandmeier and Pietro Scotti broke new ground. All the signs were right – the global economy grew at 7.3%, a rate never before achieved, the first high speed train came into service in Japan, the longest suspension bridge was opened in New York, the Beatles rocketed to the top of the hit parade, racial discrimination was abolished in the USA, and Britain decided to join with France in constructing a railway tunnel under the English Channel.

### WASCOSA: WAelty – SCotti – Sandmeier

Sandmeier and Scotti, who always led the way with flair and a pioneering spirit, once again had a nose for the signs of the times. Max Sandmeier therefore brought his brother in law Jakob Waelty on board to form the Swiss company WASCOSA

along with himself and Pietro Scotti. WASCOSA specialised in leasing railway cars, first in Italy, then Germany, Switzerland, Austria, Hungary ...

And the rest is history:

Every year seven million people travel through the Eurotunnel and WASCOSA has conquered the European railway system step by step. What started with a few two axle tank cars in 1964 has grown to a very substantial fleet of about 7,000 cars by the time the company has come to celebrate its 50<sup>th</sup> anniversary in 2014. ■

# WASCOSA – we are always out in front

**1964 Foundation** Max Sandmeier, his partner Pietro Scotti and brother in law Jakob Waelty found WASCOSA in Aarau, Switzerland.

**1969–70 The fleet grows** A large basic fleet of cars is constructed for WASCOSA in Switzerland. This is the starting gun for the company's many activities.

**1973 Expansion throughout Europe** After working for a long time in Genoa, Max Sandmeier returns to Switzerland from where the growth of WASCOSA's pan-European leasing business is master-minded – initially in Switzerland, Germany, Austria and Hungary.

**1993 The new generation** Philipp Müller, the husband of Max Sandmeier's younger daughter Paola, joins WASCOSA.

**1995 ISO 9001** WASCOSA is one of the first leasing companies to be awarded the ISO 9001 quality certificate. The certificate is testimony to the all-embracing quality of the engineering of the cars and the overall service package.

**Tank car as a work of art** The tank car art-work was revealed to the public in a solemn ceremony held in the Lucerne railway station. The young Lucerne-based artist Michael Koch had used his paints and brushes to transform the tank car into a work of art in just fourteen days.

**1996 WASCOSA goes Online** WASCOSA is the first rail car leasing company to offer its services also via the Internet.

**1998 Tank cars with derailment detectors** WASCOSA plays a major role in the introduction of tank cars fitted with derailment detectors and is the first company in the oil tank car industry to lease tanks with EDT 100.

**2000 The «TWIST» ICT platform** WASCOSA is the first company in the rail tank car leasing industry to introduce a newly developed IT and telecommunication solution fully integrating the latest digital possibilities.

**2002 WASCOSA euro tank car®** With its patented WASCOSA euro tank car®, which is compatible across all European railway systems, WASCOSA sets a standard for tank cars used in the petrochemical industry. There are now several hundred of these cars in service.

**2003 WASCOSA infoletter** WASCOSA publishes its «WASCOSA infoletter» for the first time – a newsletter which is unique in the sector, containing the latest news and other important information for the rail freight and tank car industry.

**transport logistic** WASCOSA exhibits for the first time at the «transport logistic» exhibition in Munich.

Two types of high-performance chemical cars and the patented WASCOSA euro tank car® which can be used on all the European railway systems are exhibited.

**2007 Cargo Rail Service Center CRSC** The CRSC combines capabilities for the benefit of WASCOSA and other wagon keepers to increase the availability of freight cars. In the years that followed, the CRSC developed into a pan-European syndicate of workshops, wagon keepers and railway undertakings.

**2009 WASCOSA flex freight system®** The first modular freight car which can be used throughout the year for a wide range of freight is exhibited at transport logistic. This innovative concept is based on two components: an undercarriage which is a fully-functioning light-weight container car plus a range of superstructures for a very broad range of freight which enable the car to be converted to a special freight car.

**Innovation award** WASCOSA wins the Innovation award of the Canton of Zug worth CHF 20,000.

**2010 WASCOSA safe tank car®** The WASCOSA safe tank car® is unveiled at the WASCOSA safety day in Duisburg. The WASCOSA safe tank car® sets new safety standards for the transportation of hazardous goods by rail. The comprehensive WASCOSA safety package was specially developed with various partners for the advanced design of this tank car.

**Safety package for loaders** WASCOSA offers loaders an extensive safety package in the form of a flexible selection of optional additional equipment to minimise risks involving freight cars.

**2011 Move to Lucerne** As a result of the company's rapid growth, WASCOSA moves its Head Office to Lucerne. At the same time it extends its activities in France, Italy and Eastern Europe after establishing new agencies in these countries and regions.

**2012 ECM certificate** WASCOSA becomes the first wagon keeper in Europe to receive an ECM certificate as required by the new Regulation 445/2011-EU. As early as 2010 WASCOSA was the first wagon keeper in the German-speaking countries to meet all the requirements for ECM certification as defined in the Memorandum of Understanding (MoU).

**ECM seminars** WASCOSA is the first and only car leasing company to organise seminars on the subject of ECM certification. These are held in Vienna, Düsseldorf, Paris and Lucerne.

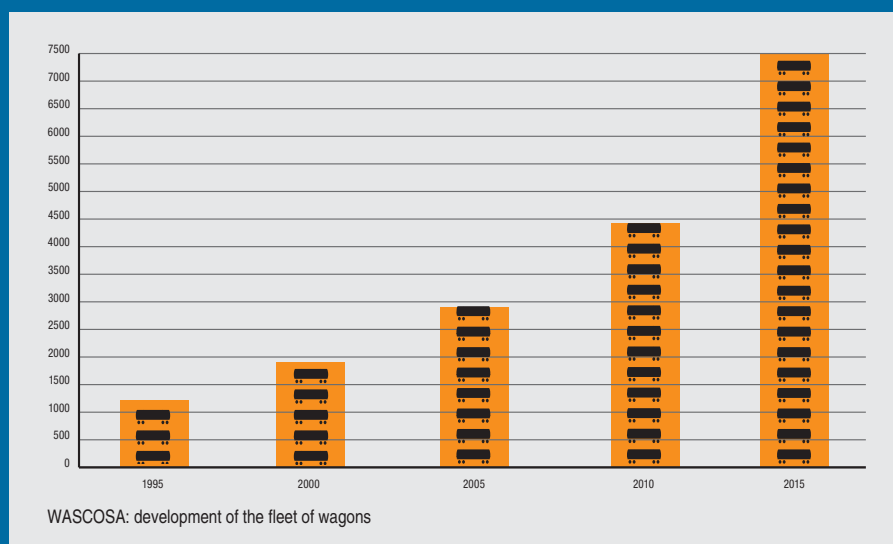
**2013 Recommended by CEFIC** CEFIC, the European Chemical Industry Council, recommends the safe tank car® underframe developed by WASCOSA for the construction of tank cars for the transportation of chemical products and liquids. This underframe has two brake platforms which provide operating personnel with a safe place to stand at each end of the car.

**Farewell to Max Sandmeier** Max Sandmeier-Novarese, one of the founders of WASCOSA, dies at the age of 86. As a pioneer and man of action, he shaped the rise and expansion of WASCOSA for 30 years.

**2014 Change of management** The operational management of WASCOSA passes from Philipp Müller to Peter Balzer. Philipp Müller, who has been in charge of the company for over 20 years, will concentrate in future on the strategic development of WASCOSA.

**WASCOSA's 50<sup>th</sup> anniversary** On its 50<sup>th</sup> anniversary WASCOSA has 7,000 freight cars in its fleet. During a three day programme and the WASCOSA Future Day workshop for about 400 participants WASCOSA both looks back over its history as well as forward into the future.

**First system provider** WASCOSA positions itself as Europe's first provider of freight wagon systems, thus aligning itself once again with the future. ■





## GCU changes on 01.01.2015

The continuous further development and amendment of the GCU is the result of a changing basic economic, legal and technical framework. The goal of these regular updates (annual) is to take into account new and relevant circumstances, arising for example from recurrent discussions between contractual partners and requiring general clarification. There were only minor amendments to the GCU this year. These necessary amendments were introduced on 01.01.2015 and will be explained briefly below. There will also be an outlook on certain topics that are currently under discussion.



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### Article 17

Article 17 introduces a limitation of the responsibility and liability for the first rail-transport company in the transport chain that takes over a wagon from a non-GCU owner and brings it into the GCU system. This should prevent an unlimited liability of the first utilising rail-transport company when a wagon is used in the GCU area.

### Article 19.5

The «approved» workshop has been defined in more detail with respect to the handling of damages in Article

19.5 on account of the ECM Directive. Approved workshops are authorised through the Safety Management System (SMS) of the rail-transport companies and may carry out functional maintenance measures.

### Attachment 1

Additional contact persons for the individual chapters and articles in the GCU are now listed in Attachment 1. The direct contact persons are thus

«Direct contact persons are quicker and easier to find through the amendment to Attachment 1»

quicker and easier to find in companies that are simultaneously the owner and the rail-transport company. Use this improvement for your company too and update your own data promptly.

### Attachments 9 and 10

The latest technical innovations have been incorporated in Attachments 9 and 10. These include, for example, the inclusion of new damage codes for composite brake blocks and the termination of reporting in EVIC.

If you also have any suggestions for improvements please send these to your national association or representative of the ERFA, UIC or UIP.

### Attachment 11

A new compatibility code «i» for pocket cars has been introduced in Attachment 11.

### Topics under review for possible revision

Attachments 4 (damage report), 6 (compensation for downtimes) and 7 (spare parts requirement), as well as Article 27 (liability principle) are currently being revised. Further information for the damage report is being introduced as obligatory or voluntary in Attachment 4. The goal of this measure is a more accurate description. In the case of the compensation for downtimes in Attachment 6, an adjustment of factors and an interruption to the compensation payments is being discussed. Attachment 7 should contain information on customs formalities when requesting spare parts from outside the European Customs Union. ■

## Revision of the RID as per 01.01.2015

The RID 2015 puts forward a large number of amendments and reforms that come into force on 01.01.2015 with a general transitional period up to 13.06.2015. There are a total of 160 A4 pages of new regulations. The majority of the amendments are of no great significance for wagon operators and owners. Nevertheless, there are a few amendments of importance that will be presented here.



RID 2015 has a large number of amendments and reforms: a total of 160 A4 pages



Further information from:  
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### Safety obligations of the participants Chapter 1.4

Specifies that it has to be ensured that the maintenance of tank car tanks is carried out by an authority authorised in accordance with attachment G COTIF (ATMF) (1.4.3.5 b):

The operator of a tank car must in particular ensure that

- a) the regulations with respect to the construction, equipment testing and identification have been observed and that
- b) the maintenance of the tank and its equipment is carried out by an authority authorised in

accordance with attachment G COTIF (ER ATMF) in a manner which guarantees that the tank car satisfies the regulations of RID under normal operating loads up to the next test.

### Hazard labels, placards and identifications

All hazard labels, placards and identifications have been revised and specified in more detail. The hazard labels, placards and identifications that comply with the regulations applicable up to 31 December 2014 can continue to be used up to 31 December 2016 (1.6.1.30). Up to now, the placards



could be reduced to a size of 15 cm x 15 cm for tank cars and other railway vehicles. This reduction in size of placards to 15 cm x 15 cm instead of the normal 25 cm x 25 cm is now no longer allowed except when the available space is not big enough for its attachment (5.3.1.7.4). However, this is not the case for tank cars because the placards do not necessarily have to be attached to the address board but can also be stuck to the tank itself. A transitional regulation applies up to 31.12.2017 (1.6.1.37). Smaller placards on wagons thus have to be replaced by 01.01.2018 at the latest.

#### **New period of grace for old gas tank cars**

Owners and operators of old gas tank cars built before 1.1.1965 are well advised to take the new transitional regulations in accordance with 1.6.3.3.ff to heart. Under certain circumstances, these wagons may only be allowed to be used up to 31.12.2017. The transitional regulations for tank cars, in particular for the transport of Class 2 gases, have been specified in more detail (1.6.3.1 – 1.6.3.3).

#### **Amendment of the instructions for transport in bulk**

Column 17 of Table A in Chapter 3.2 has been supplemented and amended. An amendment (consequential amendment) has also been made in Chapter 7.3. The alphanumerical codes «VW» in column (17) regarding transport in bulk have been replaced by the letters «VC» (regulations for transportation in bulk) and «AP»

(supplementary regulations). The new codes are described in 7.3.3.

#### **Introduction of a level of filling for environmentally harmful substances too**

When calculating the level of filling in accordance with 4.3.2.2.1, one now has to take into account whether the substances are harmful to the environment or not.

#### **The identification for «Heated substances» is prescribed for all heated substances**

The prescribed identification for the transportation of heated substances is no longer tied to the special provision 580 but applies generally for substances in a liquid state at or above 100°C, and in a solid state at or above 240°C (5.3.3).

#### **Specification of regulations on measures to prevent tank ruptures**

Examples are listed of measures to prevent the rupture of tank bodies in the event of loads/stresses caused by accidents (6.8.2.2.1). This relates to the fastening of welded-on attachments that do not have to be fastened directly to the tank but by means of stiffeners or predetermined breaking points.

#### **Address board**

The vehicle owner identification may be provided in place of the operator on both sides of a tank or battery car (6.8.2.5.2 and 6.8.3.5.11).

#### **Supplements to standards**

The standards for metal tanks are amended in 6.8.2.6.1 (now EN 14025 : 2013) and new standards have been added for pressurised metal tanks, pressure



Attachments with stiffener

relief valves for liquid gas tanks as well as bottom valves with a nominal diameter of more or less than 100 mm.

#### **Specification of crash buffers according to TE 22 with automatic coupling**

The special provisions TE 22 («crash elements») and TE 25 (measures to prevent over-buffering) have been specified in more detail for tank cars with automatic coupling devices (6.8.4b). ■

On our own behalf

# The WASCOSA team is growing



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«I've been happy working in the railway sector ever since I left school – at WASCOSA for nearly two years now, and soon as a fully-qualified process expert.»

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«Every day is different and brings something new. This, and the super team, is the reason why I put up with three hours of travel to and from work.»



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«I have been working in the tank car market for some time now – so I can lease just the right wagon to the customer that meets their requirements.»



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«Dynamic, diversified and full of challenges: that's what I like about my work at WASCOSA, and that I can combine technology, business and informatics.»



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«I really love the contact with customers and with the workshops – they profit from my many years of experience and willingness to help.»

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«Customer-oriented action, quick reactions and doing everything to ensure that the customer is completely satisfied: this is why work is so much fun.»



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«Customers and their satisfaction are what are important to me. They can rely on my distinct flair for figures at all times.»



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«I enjoy working with figures and I value the good atmosphere within the team – this makes accounting a pure joy.»





# wascosa



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You will find the job description at [www.wascosa.ch](http://www.wascosa.ch)

On account of our continuous growth, we are interested in insiders and/or specialists in European rail-freight traffic every single day. If you are interested in working for Europe's first provider of freight wagon systems, send your full application to:

Human Resources, [hr@wascosa.ch](mailto:hr@wascosa.ch)

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## In retirement

# Rita Schwegler will be leaving the company on 31.03.2015 after more than 26 years – a proud record!



Rita Schwegler joined WASCOSA AG in Zug, at that time still under the management of Mr Sandmeier, on 01.11.1988 as a commercial assistant.

As a prudent and responsible wagon planner she was instrumental in the establishment and successful development of WASCOSA over the entire period.

Rita Schwegler was a member of a small team that has constantly grown over the years. She supported every new arrival and was actively involved in every change to the company, irrespective of whether this was related to her field of work, various office moves or new colleagues at work. Her main concern was always the well-being of the company and in particular of the customers. Her friendly and reliable manner were widely esteemed and she

managed to build a great feeling of trust with her business partners.

Over the years, Rita Schwegler always worked purposefully and untiringly for the company and in autumn 2014 received the «Lifetime Award» for more than a quarter of a century of loyalty and dedication to WASCOSA. Her commitment to and solidarity with the company will always be an example to all of her colleagues at WASCOSA.

The entire team at WASCOSA will miss Rita Schwegler and wish her all the best for the future, above all good health. ■



# Calendar

## 2015

16./17.04.2015 Wroclaw (PL)	IBS Members' Meeting	Info: Interessengemeinschaft der Bahnspediteure (IBS) e.V. redaktion-ibs@t-online.de / www.ibs-ev.com
21.04.2015 Vienna (AT)	VPI General Meeting	Info: VPI Association of Private Freight Car Interested Parties office@vpirail.at / www.vpirail.at
23.04.2015 Zurich (CH)	VAP Forum Freight Car Spring Conference	Info: VAP Switzerland vap@cargorail.ch / www.cargorail.ch
<b>05.–08.05.2015</b> <b>Munich (GER)</b>	<b>transport logistic</b>	<b>Info: Munich Exhibition Centre</b> <b>info@transportlogistic.de /</b> <b>www.transportlogistic.de</b>
11.06.2015 Cologne (GER)	VPI Technical Information Event	Info: VPI Association of Private Freight Car Interested Parties mail@vpihamburg.de / www.vpihamburg.de
12.06.2015 Cologne (GER)	VPI Members' Meeting	Info: VPI Association of Private Freight Car Interested Parties mail@vpihamburg.de / www.vpihamburg.de
17.06.2015 Courbevoie (FR)	AFWP Annual General Meeting	Info: AFWP Association Française des Wagons de Particuliers mclanore@afwp.asso.fr / www.afwp.asso.fr
01.10.2015 Mainz (GER)	CRSC e.V. Members' Meeting	Info: CRSC Cargo Rail Service Center e.V. info@crsc.eu.com / www.crsc.eu.com
03.–07.10.2015 Berlin (GER)	EPCA Annual Meeting	Info: EPCA The European Petrochemical Association meetings@epca.eu / www.epca.eu
12.11.2015 Zurich (CH)	VAP Forum Freight Car Autumn Conference	Info: VAP Switzerland vap@cargorail.ch / www.cargorail.ch

Visit WASCOSA! Outdoor area,  
Block 704/6, Track 3/3

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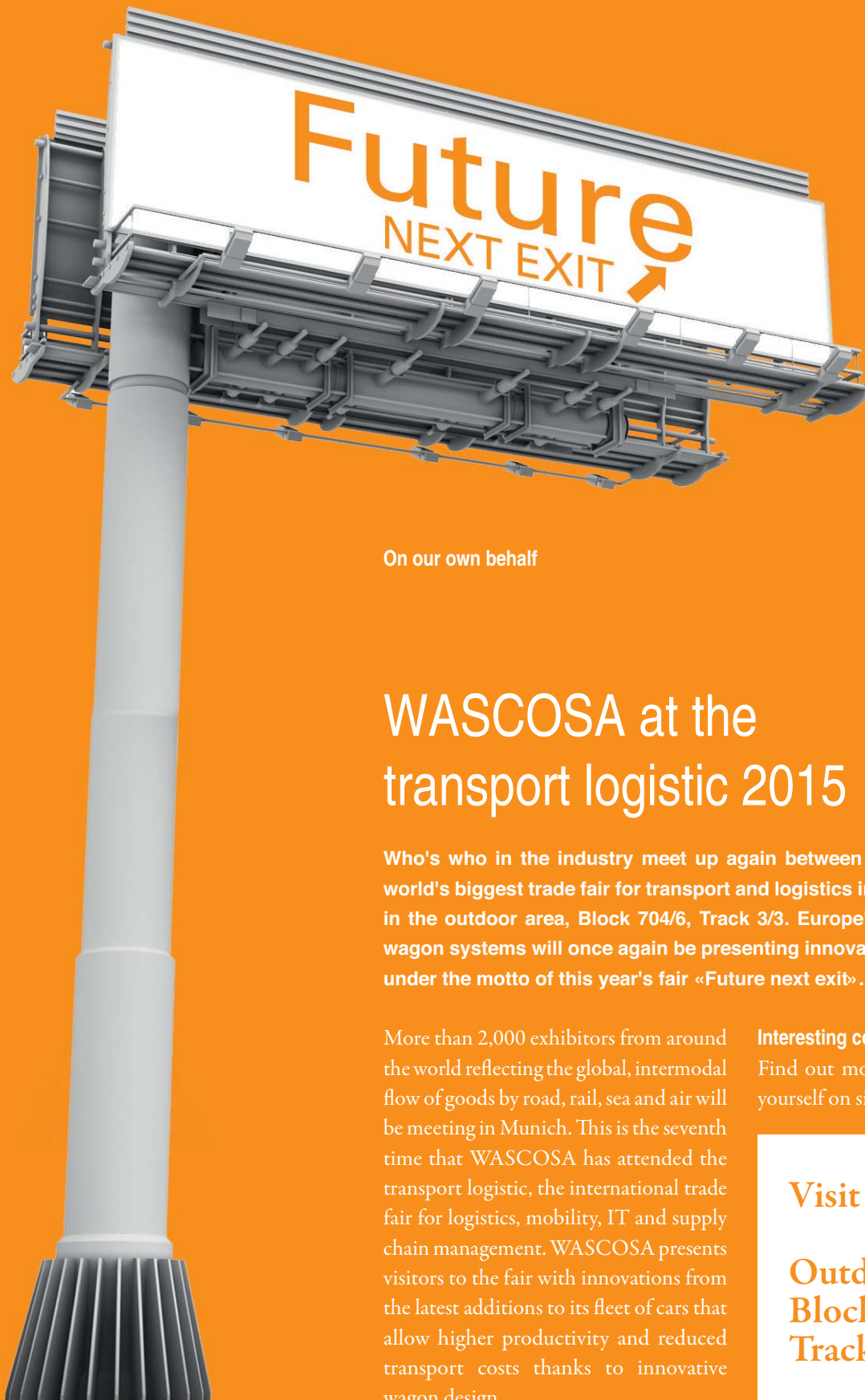
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On our own behalf

## WASCOSA at the transport logistic 2015

Who's who in the industry meet up again between 5 and 8 May 2015 at the world's biggest trade fair for transport and logistics in Munich. Visit WASCOSA in the outdoor area, Block 704/6, Track 3/3. Europe's first provider of freight wagon systems will once again be presenting innovations from its fleet of cars under the motto of this year's fair «Future next exit».

More than 2,000 exhibitors from around the world reflecting the global, intermodal flow of goods by road, rail, sea and air will be meeting in Munich. This is the seventh time that WASCOSA has attended the transport logistic, the international trade fair for logistics, mobility, IT and supply chain management. WASCOSA presents visitors to the fair with innovations from the latest additions to its fleet of cars that allow higher productivity and reduced transport costs thanks to innovative wagon design.

### Interesting co-exhibitors

Find out more first hand and convince yourself on site.

**Visit WASCOSA!**

**Outdoor area,  
Block 704/6,  
Track 3/3.**